

CHINA MAIL

With which is incorporated The "HONGKONG Evening Mail and Shipping List." Published every Evening.

MAIL.

Established February, 1846.

日二月正年丑丁

Price, \$24 per annum.

VOL. XXXIII. No. 4268. 號六月三日七百八千一英

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill, GORDON & GOTCH, Lingate Circus, E.C., BATES, HENRY & CO., 4, Old Jewry, E.C., SAMUEL DRAGON & CO., 150 & 152, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

CHINA.—Swinson, QUINN & CAMPBELL, Amoy, WILSON, NICHOLLS & CO., Foochow, HEDGES & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Manila, C. BEHNKE & CO., Macao, L. A. da GRACA.

Notices of Firms.

NOTICE.
WE have been appointed AGENTS for the AMERICAN SHIPMASTERS' ASSOCIATION, in the name of ARNHOLD, KARBERG & CO.

Hongkong, February 2, 1877.

NOTICE.

THE Partnership hitherto existing between the Undersigned under the name of MESTERN & HULSH has this day been dissolved by lapse of time, and the signature of the Firm will henceforth be used for the Liquidation only.

C. J. MESTERN,

W. HULSE.

Canton, December 31, 1876.

Intimations.

PARTIES having left some Luggage are requested to take delivery of same as soon as convenient; but not later than the 31st March next. After this Date they will be sold by AUCTION; the Amount realised will be placed to the credit of their account with the Hotel.

V. FAVRE,

Proprietor, Hotel de l'Univers.

Hongkong, March 5, 1877.

NOTICE.

THE Undersigned have this day CLOSED their PHOTOGRAPHIC ROOMS and ceased to carry on Business. Creditors are requested to send in their Claims for payment not later than the 16th Instant. Those indebted to us will oblige by an early settlement.

HONGKONG PHOTOGRAPHIC CO.

Hongkong, March 2, 1877.

ERNEST WASSELL & Co.,

PHOTOGRAPHERS.

I HAVE This Day established myself as PHOTOGRAPHER at the Corner of Wyndham and Wellington Streets, at the Building lately occupied by the HONGKONG PHOTOGRAPHIC CO., under the above Style.

ERNEST WASSELL.

Hongkong, March 3, 1877.

HONGKONG.

Chs. J. GAUPP & Co.,
WATCHMAKERS & JEWELLERS,

38, Queen's Road,

NAUTICAL INSTRUMENTS,
CHRONOMETERS,
&c., &c., &c.,

Carefully Repaired, Cleaned and accurately rated under guarantee.

All Repairs in the above line done at reasonable rates and with despatch.

Hongkong, May 1, 1876.

AFONG,

PHOTOGRAPHER,

by appointment, to

H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;

and to

H. I. H. THE GRAND DUKE ALEXIS
OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB,

HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes, Photographs enlarged from C. D. V. size to life size and coloured in oil. A new apparatus for Photography has been received from England; it is prepared to take Photos of Buildings and interiors at the shortest distance.

Hongkong, July 17, 1876.

MUNICIPAL CORPORATION,

PENANG.

THE Municipal Commissioners of Penang are desirous of receiving DESIGNS for a TOWN-HALL. This Building is to be erected on the ground on the east side of the Kapitanate situated between the latter and Duke Street, and its cost is not to exceed \$30,000.

The Commissioners offer a PREMIUM of \$400 for the best and most suitable Design with Specifications; and competitors have the option of forwarding Tender for carrying out the work.

The Designs, accompanied with all documents, are to be sent to the Municipal Office of Penang on or before the 1st of March next.

For further information apply to the Secretary to the Municipal Commissioners at Penang.

D. O. PRESGRAVE,

Municipal Secretary.

Penang, Municipal Office,

The 1st September, 1876.

ap2

Ms. NICOLAS AUGUST SIEBS has been authorized to sign for us by Procurator.

We have this day reopened a branch of our firm at Canton.

SIEMSSEN & Co.

Hongkong, January 1, 1877.

ap2

W.M. CRUICKSHANK,

Manager.

Hongkong, November 21, 1876.

ap2

VICTORIA DISPENSARY.

ON and after the 18th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Under-signed.

W.M. CRUICKSHANK,

Manager.

Hongkong, November 21, 1876.

ap2

NOTICE.

MR. FERDINAND NIJSSEN has been compelled to retire from our Firm in consequence of failing health, and his interest and responsibility ceased on the 31st December last.

Mr. NICOLAS AUGUST SIEBS has been authorized to sign for us by Procurator.

We have this day reopened a branch of our firm at Canton.

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Manager.

Hongkong, November 21, 1876.

For Sale.

CUTLER, PALMER & Co.'s
Celebrated
Brands of WINES and SPIRITS.
Apply to SIEMSEN & Co.
Hongkong, June 22, 1876.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo. pp. 202. By ERNST JOHN EITEL, Ph.D. Tübingen. Price: TWO DOLLARS AND A HALF. To be had from MEISS LANE, CRAWFORD & CO., Hongkong and Shanghai; and MESSRS. KELLY & WALSH, Shanghai. Hongkong, February 8, 1877.

FOR SALE.

CHAMPAGNE, 1874.
HEIDSIECK & Co., MONOPOLE.
DRETTEN & Co.
Hongkong, February 18, 1877. mch

NOW READY.

WING-SHUI, or, THE RUDIMENTS OF NATURAL SCIENCE IN CHINA. By Dr. E. J. EITEL. One Volume. 8vo. Price, £1.50.

BUDDHISM, ITS HISTORY, THEORY AND PRACTICAL RELIGION, in three Lectures. By Dr. E. J. EITEL. Second Edition. One Volume. 8vo. Price, £1.50.

Orders will be received by MEISS LANE, CRAWFORD & CO.
Hongkong, July 31, 1878.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crews of the following Vessels, during their stay in Hongkong Harbour:

STAR OF CHINA, British ship, Captain E. B. Blaker.—Douglas Lapraik & Co.

NEMIEMAH GIBSON, American barque, Captain D. Bradford.—Arnold, Karberg & Co.

BONITO, German barque, Captain J. F. Wiesenberg.—Siemsen & Co.

ALDEN BISSE, American barque, Captain S. Moye.—Rosario & Co.

TRAVANIA, British ship, Captain Robt. Goldie.—Meyer & Co.

FONKOMA, German 3-m. schooner, Capt. G. Schwer.—Melchers & Co.

WANDERING MINARET, British barque, Captain Wm. Sivewright.—Siemsen & Co.

MYSTIC BELLE, American ship, Captain David Plumer.—Siemsen & Co.

ORANGE GROVE, British barque, Captain A. Longmuir.—Vogel, Hagedorn & Co.

ROSA, American 3-m. schooner, Capt. C. W. Hansen.—Arnold, Karberg & Co.

TULLOCHGORRUM, British schooner, Capt. S. Masson.—Chinese.

To-day's Advertisements.

FOR SHANGHAI.

The Steamship
"HESPERIA,"
Captain JOHANNSEN, will be
despatched for the above Port
on THURSDAY, the 8th Inst., at 8 p.m.
For Freight or Passage, apply to

WM. PUETAU & Co.,
Ag'rs.

Hongkong, March 6, 1877. mch

FOR COOKTOWN.

The British Steamer
"TALES,"
Captain COLES, will load here
for the above Port, and will
leave on FRIDAY, the 9th Inst., at 2 p.m.
For Freight or Passage, apply to

HOP KEE & Co.

Hongkong, March 6, 1877. mch

FOR SWATOW, AMOY, & FOOCHOW.

The Steamship
"LEONOR,"
Captain M. YOUNG, will be
despatched for the above Ports
on SUNDAY, the 11th instant, at Day-light.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, March 6, 1877. mch

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell
by Public Auction, in their Sale
Room, Praya Central, on

FRIDAY,

the 9th March, 1877, at Noon,—

An Invoice of Ladies' and Gentlemen's Silk Umbrellas, Fashionable Perfumery in Cases, Toilet Soap, Cologne Water, Violet Powder, Table Cutlery, Cork-screws, Towels, Crystal Flower Stands, Japanese Toys.

12 cases Soda Crystals.

50 cases Gim, Cook mark.

Sundry Stationery.

Hunley and Palmer's Biscuits.

Hair and Wire Tube Brushes.

And,

An Invoice of R. Brown & Co.'s Paints, comprising: Red Paint, Black Paint, White Lead, and White Zinc.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighted at 7.17. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, March 6, 1877. mch

SHIPPING.

ARRIVALS.

March 6, Nippon, British steamer, from Canton.

March 6, Norma, British steamer, 606, A. G. Walker, Swatow March 8, General.

Kwok Amherst.

March 6, MacGregor, British steamer,

1480, F. Newall, London Jan. 3, via ports of Call, and Singapore Feb. 25, General—GILMAN & Co.

DEPARTURES.

Mar. 5, Edinburgh, to repair cable.
5, Cyphene, for Saigon.
6, Concord, for Whampoa.
6, Francois I., for Saigon.
6, Ningpo, for Saigon.

CLEARED.

Yesso, for Swatow, &c.
Glamorganshire, for Bangkok.
Rajahannanahar, for Bangkok.

PASSENGERS.

ARRIVED.

Per Norma, from Swatow, Capt. Conner, and 150 Chinese.

Per Macgregor, from Singapore, &c., 15 Chinese.

DEPARTED.

Per Ningpo, for Saigon, 40 Chinese.

To DEPART.

Per Yesso, for Swatow, &c., 4 Europeans and 150 Chinese.

Per Glamorganshire, for Bangkok, 2 Chinese.

Per Rajahannanahar, for Bangkok, 80 Chinese.

SHIPPING REPORTS.

The British steamer Norma reports: Moderate N.E. winds and fine weather throughout.

The British steamer Macgregor reports: Strong N.E. winds from Singapore to arrival.

POST OFFICE NOTIFICATIONS.

MAILS will close:-

For AMOY.—Per ESMERALDA, at 1.30 p.m., on Thursday, the 8th inst.

For SHANGHAI.—Per HESPERIA, at 2.30 p.m., on Thursday, the 8th inst.

For COOKTOWN.—Per THALES, at 1.30 p.m., on Friday, the 9th inst. The usual Mails will be also made up for E. Australia, Tasmania and New Zealand, 8 cent rates.

MAILS BY THE FRENCH PACKER.—

The French Contract Packet TIGRE, will be despatched on THURSDAY, the 8th March, with Mail to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Galle, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:-

Wednesday, 7th March.—

5 p.m. Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Thursday, 8th March.—

7 a.m. Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m. Registry of Letters ceases.

11.10 a.m. Post Office closes except for Late Letters.

11.10 a.m., Letters (but Letters only) addressed to the United Kingdom, Saigon, or Singapore may be posted on payment of a Late Fee of 18 cents extra postage, until 11.30 a.m., when the Post Office Closes entirely.

Hongkong, February 24, 1877. mch

MAILS BY THE ENGLISH PACKER.—

The English Contract Packet TRAVANCORE will be despatched with the Mails for Europe, &c., on THURSDAY, the 15th instant.

The following will be the hours of closing the Mails, &c.:-

Wednesday, 14th.—

5 p.m. Money Order Office closes.

6 p.m. Post Office closes except the Night Box, which remains open all night.

Thursday, 15th.—

7 a.m. Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10.15 a.m. Letters may be posted with Late Fee of 18 cents extra postage till

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only) addressed to the United Kingdom, Via Brindisi or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage till

11.60 a.m., when the Mail is finally closed.

Hongkong, March 2, 1877. mch

General Memoranda.

THURSDAY, March 8.—
Noon.—French Mail leaves for Ports of Call and Europe.

2 p.m.—Emeralda leaves for Amoy.

3 p.m.—Hesperia leaves for Shanghai.

FRIDAY, March 9.—

Noon.—General Weekly Sale by Messrs. Lane, Crawford & Co.

2 p.m.—Thales leaves for Cooktown.

SATURDAY, March 10.—

Noon.—Sale of Ground and Property in Peet Street.

SUNDAY, March 11.—

Daylight.—Leonor leaves for Coast Ports.

MONDAY, March 12.—

2 p.m.—Sale of Household Furniture, at Rev. H. Kidd's Residence, Albany Road.

Goods per Heywood undelivered after this date subject to rent.

THURSDAY, March 15.—

Noon.—Naval Contract Tenders close for the supply of Provisions.

Noon.—English Mail leaves for Ports of Call and Europe.

3 p.m.—American Mail leaves for Yokohama and San Francisco.

Claims against the Hongkong Photographic Co. close after this date.

MONTDAY, April 9.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—Yesso leaves for Coast Ports.

THE HONGKONG DISPENSARY,
Established A.D. 1841.

香 醒 药 局

A. S. WESTON & Co.,

BACHELIE'S DISPENSING-CHEMISTE,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF DRUGGISTS' SUPPLIES, NURSERY REQUIREMENTS, TOILET REQUIREMENTS, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS

OF Soda Water, Lemonade, Tonka Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.40 p.m.

POST OFFICE NOTIFICATIONS.

MAILS will close:-

HONGKONG, TUESDAY, MARCH 6, 1877.

night in the earnest care that it is bestowed upon the welfare of the people." These are the modest terms in which the Government is pleased to introduce one of its latest decrees to its obedient subjects. "This decree is not less singular in its contents than in its introduction. As the translator remarks, the document is remarkable as being the first spontaneous acknowledgment of the rights of natives professing Christianity. "Both the general population and the religious proselytes (民教) are equally the Sovereign's children," says the decree, "and no invidious distinctions were at the outset drawn between them. Let the provincial governments give orders to all subordinate authorities that in all disputes which may be brought forward for judicial settlement it is incumbent upon them to deal with the expedient to which man will resort to preserve life under extreme circumstances."

The shipwrecked men were totally without water on Pratas Island for three days, and they contrived to manufacture a rude condenser out of an old chafing dish and a kerosene oil tin. With these they contrived to produce about one gallon and a half of tolerable water every 24 hours. Their great difficulty at first was want of fire, but fortunately one of the men curious enough happened to have a cartridge in his pocket and with this and some old joss paper they surmounted the difficulty, and soon had the satisfaction of seeing a cheerful blaze. Having secured those two invaluable boons, fire and water, they were enabled to sustain life for 12 days, although their fare was doubtless none of the best.

Some of the evidence given to-day in the enquiry at the Harbour Master's Office, regarding the loss of the British Barque Letty Gales, is very interesting as showing the expedient to which man will resort to preserve life under extreme circumstances. The shipwrecked men were totally without water on Pratas Island for three days, and they contrived to manufacture a rude condenser out of an old chafing dish and a kerosene oil tin. With these they contrived to produce about one gallon and a half of tolerable water every 24 hours. Their great difficulty at first was want of fire, but fortunately one of the men curious enough happened to have a cartridge in his pocket and with this and some old joss paper they surmounted the difficulty, and soon had the satisfaction of seeing a cheerful blaze. Having secured those two invaluable boons, fire and water, they were enabled to sustain life for 12 days, although their fare was doubtless none of the best.

When she struck the Captain ordered the helm to be put hard astern and the main-yard braced up on the port tack. She did not bump heavily for half an hour after she struck. The mate sounded the pumps and found 15 inches of water. The vessel was under water before we left her, as far forward as the main-mast. We began to get the boats out about one hour after the vessel struck. When we left the island I went in a sampan, as it was not safe for all to go in the ship's boat. We had some birds, fish, and about 5 gallons of water in the sampan. We kept her before the wind and steered as near due west as possible. We were two days in the boat before we were picked up by a Chinese junk. The junk people treated us very well indeed. We were four days in the junk.

The Court was then cleared.

The following is the finding of the Court:

We find that the British barque *Letty Gates*, official No. 70,131, of Little Hampton, Sussex, of 472 tons burthen, Master, George Hedgecock, left Amoy on the 8th February, 1877, with a general cargo for London, and that on the 11th at 2.20 a.m., the vessel struck on the North-East side of the Pratas Shoal in the China Sea, and became total wreck. We find that the state of the weather after the *Letty Gates* left Amoy prevented the master's taking observations, and he was therefore unable to ascertain his true position. In the absence of the log book, which with all other instruments, was lost at the wreck, the Court cannot give any opinion as to whether the courses steered were correct ones. The position of the ship by dead reckoning at noon of the 10th February was E. by N. 48 miles from the Pratas Shoal, and there being nothing but impressions on the master's mind as to what course the vessel was steering after leaving Amoy, the Court returns the master his certificate.

The Court regrets to have to record the loss by drowning of Edward Livingstone, A.B., Herbert Goodwin, A.B., Alfred Holton, George E. Hedgecock, and Leonard Sincere, apprentices.

The Court draws attention to the humans conduct of the crews of the two junks who rescued the survivors of the *Letty Gates* and landed them at Hongkong in safety; and the members of the Court are glad to learn, that the respective masters of these two junks have received a pecuniary reward from the Government of the Colony; but beyond that the Court is of opinion that a lasting memorial to the two junk-masters, such as a medal from the Royal Humane Society, would have a beneficial effect in stimulating other masters of Chinese vessels to save the lives of any foreign shipwrecked seamen whom they might meet.

Given under our hands at Hongkong this Sixth day of March 1877.

(Signed) C. MAY.
H. G. THOMSETT, M.A.
E. R. BELLIOS.
ROBERT MCMURDO.
J. G. SELKIRK.

Police Intelligence.

(Before the Hon. C. May.)

March 6, 1877.

UNLAWFUL POSSESSION.

Ho A Tsai, the master of a cargo-boat and seven of his crew, were charged with stealing 13 ducks from the steamer *Jedah* last night. Some cargo-boats were alongside the steamer last night, and the defendant's boat was one of them. About 9 p.m. the watch on deck heard some noise among the poultry, as also the Captain's servant, Kwok Ahsing, who discovered that 13 ducks were missing. They were found in the 1st defendant's boat, and he tried to conceal himself. He was fined \$10, and the others \$2 each.

OBSTRUCTION.

The bearers of six chairs were summoned for obstructing the entrance to the Hongkong Club with their chairs, so that people had some difficulty in getting access. Fined 15 cents each.

HIGHWAY ROBBERY.

James Batten, a private H. M. 28th Regiment, was again brought up to answer a second charge of highway robbery at Yow-mah-tee, British Kowloong.—Hung Ashing, an employee in the Ching Lee shop, stated that on the 4th instant, he went from Kowloong City to Yow-mah-tee. When near the Black Rock, he met some ten soldiers. One of them came up to him and seized him by the arm and asked him if he had any cents. He replied that he had none, but that he had only about 10 cents. The man who seized him then put him down on the ground and searched him. Another soldier gave him a blow on the back. The few cash he had on his person then became strewn about. Another man then gave him a blow on the head and it caused him to be insensible. When he was on the ground, he saw the soldiers attack another man, a collector of insects. Witness recognised the defendant as the man who attacked him; he was quite sure of his identity. The case was further adjudged till the 8th instant.

ANOTHER ROBBERY.

George Batten, a private H. M. 28th Regiment, was charged with robbing a Chinaman named Cheung Ayow, at Shum Shui Po in Chinese Kowloong. Inspector Cameron stated that he received a report from the Chinaman and a few others that some soldiers had gone to the prosecutor's shop and stole from his counter two dollars; and that the villagers pursued the soldiers and caught the one who stole the \$2. That the soldier gave up the \$2 and was released, but they produced a cap which they said they had taken from the soldier; also the number from the collar of his coat. The Inspector went out to make enquiries, and met the defendant, who said that he lost his cap from the camp some three days ago. He was asked if he had lost anything else, and to this he replied in the negative. The Inspector thereupon asked him where was the number on the, left side of his collar, and he said it was all right, but on looking at it, he found it was gone. A Colour Sergeant asked him why he did not make a report of these losses, and he said he thought they were too trifling to be reported. The robbed Chinaman had the opportunity to point out the man who robbed him by the officer in charge of the soldiers parading all the men before him, but he failed to point out the defendant. He was examined today and he now identified the defendant. He said the cap was taken from the soldiers by

some of the villagers, as also the number on his coat. The affair occurred in Chinese territory, and a Chinese Sergeant gave evidence; the case was eventually remanded till the 8th instant.

China.

SHANGHAI.
(Next.)

M. Davenport returned from Foochow yesterday (March 1st), and resumes charge of H. B. M.'s Consulate.

Eleven of the steamers formerly owned by the S. S. N. Co. were yesterday (March 1st) transferred to the Chinese flag, and may, therefore, be supposed to have been handed over to the China Merchants Company. In the afternoon the funnel of the *Shantung* was painted with the yellowish band of the Chinese Company; so that it may be inferred she is the second of the S. S. N. Co.'s steamers that will leave here under native management, the *Miles* having been the first. A portion of the Kin-lie-yuen Wharf has also been handed over to the Chinese.

Courier.

A loan of Th. 5,000,000 has been negotiated with a well-known native banker through foreign agency; and Ths. 100,000 have been paid as bargain-money. Ths. 800,000 of the entire sum are to be forwarded to Kuan-hu for the prosecution of the war, while the remaining Ths. 2,000,000 are required for the bankrupt province of Fokien.

A beautiful incident occurred the other day at the Mixed Court. The ancient Ch'en seems to have been much interested in the recent assumption, by the Queen, of the Imperial title; and the other day he said to Mr. Spence, the British Assessor:—"I am very glad that your Queen has been made Empress of India"—in a congratulatory sort of way, and then added, "Institutively"—I see she has pardoned some thousands of prisoners; I should like to avance my sympathy by releasing some of mine!" Mr. Spence, however, declined the honour with much firmness, probably, to the chagrin of his venerable colleague, who had attempted to combine politeness with policy in such an ingenious way.

According to the *Peking Gazette* of the 12th February, the Tao-tai of Shanghai has received his leave. It is said that his place will be temporarily filled by the second director of the Kiangnan Arsenal.

We learn that the Russian man-of-war *Hochzamal*, now in the river, has just received a telegraphic order to leave for San Francisco. The Imperial Russian fleet in the Pacific will thus number eight ships. Considering that the period of commission of the *Hochzamal* has expired, and that, under ordinary circumstances, she would return home, her peremptory despatch to America during the present uncertain state of things in Europe, is considered to look warlike. In case of war, the Russians would hardly care to try their strength with the British navy; but eight men-of-war in the Pacific might seriously interfere with the British trade of those parts, whilst the badly protected island of Vancouver would run great risk from the operations of such a force.

Wu Tao-tai, who is a well-known money-lender to the authorities, returned from Hangchow this morning (Feb. 27th) per *Kintang*. As soon as the proper ceremonial visits have been exchanged he will proceed to complete the scheme for the loan of Five Million taels, of which we spoke the other day.

It there a single spot upon this earth,

famed for its natural loveliness or embodiing associations, which has escaped the desecrations of modern Vandalism and anobber? We frankly believe, that such are few.

Advertisements of Griffith's safes and Day & Martin's blacking deline the Pyramids of the Pharaohs, the surroundings of Niagara itself are not unpoluted by the traces of Cockney tourists; and there are probably

few pagodas in China, visited by globe-trotters, which are entirely unscathed.

We did think, however, that such is unluckily

not the case; and we regret the circum-

stances which compel us to draw attention to the barbarians from which the greatest

monument of the Chinese has suffered.

The chief offenders, we are bound to say, are the men-of-war. On that part of the Wall at Ning-hai Haten which faces the sea, are painted in letters sometimes a foot long the names of the vessels which have been there—English, American, German and French; and the United States corvette *Fremont* carries off the palm. Her name is painted on a tablet two hundred and fifty years old, which stands within a few yards of where the Wall runs down to the sea. We can call this by no milder term than an outrage. It seems to us a pity that naval paint cannot be better employed.

A VISIT TO THE SOUTH GATE AT SHANGHAI.

There are various ways of reaching the South Gate. If one has lately visited Japan, and wishes to realise the full difference between Japanese ideas of cleanliness and Chinese affection for dirt, a walk through the city will be instructive. Enter at the Little North Gate and follow a very devout course through crowded and dirty streets, past huge heaps of rubbish, and alongside of creeks which are little better than open sewers—till you emerge again through the South Gate into the open country, and draw a full breath with a sense of relief that you can do so without risk of immediate poisoning. If you have a predilection for open air, follow the French road to Overweg's bungalow and turn down the little-used road which there joins it, towards the City Wall.

The Refugees are encamped a few hundred yards to the left front of the South Gate; and any one who wishes to realise at how low a standard of food and comfort human beings can exist, will be edified by a visit to their quarter.

There is a fair degree of order and arrangement. The huts of which we hear, are not straw shanties loosely put together and liable to be scattered by every gust but compactly built in even rows, within mud foundations. There are two camps close together, facing each other; each containing two divisions of about ten huts each. Each enclosure comprises a wide open space, with the dwellings built on one side and kitchens on the other—sheds that is to say, within which cooking can be done under cover, by means of fire-places hollowed out of the floor.

The huts appear to be about twenty feet deep by ten wide, and into each one are crowded three or four families numbering

from eighteen to two or thirty and forty

souls. There appears to be scarcely a particle of furniture; indeed, there is no room for it; the people must be packed in the small space at night like a layer of sardines. A small passage is preserved from the doorway to the opposite wall; and on either hand is a thick couch of beaves of rice straw, which is all they have for bedding. They must be bitterly cold at night; still the hats are not so riskety as the name of "risketed" might convey. They are substantially built so far as the materials will allow, and the inhabitants must help to keep each other warm by the very crowding which in another sense must be a source of discomfort and hardship.

Rain is a greater source of misery to them than even the cold. In fine weather they may find some edible herbs to flavour their rice, and pick up dried grass and straw to cook with. But during the storms we had a week ago, their condition must have been truly wretched. They had but a few bundles of straw to keep them out of the mud, and hardly a rag of bedding was to be seen amongst them. Matters have improved in this respect somewhat of late.

What the Chinese authorities did was to provide shelter, organise the camp, and provide sufficient food to sustain life. The charitable contributions of foreigners have enabled the supply of a little more food, and some necessities in the way of overcoats and additional clothing. Quantities of old clothing have been sent to Mr. Farnham, which he distributes amongst the most needy; and a contribution of 100 overcoats was sent on Monday by one lady, who had interceded herself in procuring this necessary.

Still it takes a great deal to supply the wants of 800 people, and that appears to be the number who are now gathered at Shanghai. Their appearance is that of extreme poverty, but not of suffering from famine. Their clothes are poor and old, and in very many cases scanty; no doubt everything but the strictest necessity has been pawned. But the faces for the most part look fairly healthy—except the babies, which poor little things, are evidently badly nourished. There is some illness among the people, but much less than might be expected under the conditions in which they are living; and Dr. Macgowan very kindly visits the Camp at intervals and prescribes for the sick. At his advice, too, fresh straw has been supplied out of the funds available from charitable sources—and the old sheaves burned, to prevent the spread of contagion.

Nearly all the Refugees appear to come from the extreme north of Kiang-poh, from the districts bordering on Chantung. The migration does not seem to have been complete. Generally one-half of the family has remained at home and one-half has come away to seek support in more prosperous districts, till the spring shall enable them to return and till their land. It is to be hoped that they will carry back with them a kindly remembrance of what has been done by foreigners to alleviate their distress, and a persuasion that we are not quite such "barbarians" as official teaching would lead them to suppose. In the meantime the community as well as the refugees are indebted to the missionaries who are undertaking the distribution of the contributions sent. The task must be far from a pleasant one—except in so far that there is pleasure in relieving distress—and involves much time and trouble. The sorting and judicious distribution of great bundles of old cloths, and the daily distribution of money and food, are no light tasks; and when one comes across a large bundle of dollars which we noticed among other articles in Mr. Farham's house, both judgment and discretion must be taxed to their furthest limit.

Not far from the South Gate, too, but in the opposite direction to the Refugee camp, are the Beggars' quarters. Here are housed, in buildings of the usual Chinese stamp, some 200 or 200 beggars, who are each supplied by the Officials with two large bowls of rice congee per day. Those who are able to get about of course improve upon this allowance by means of the *cash* they can collect in the city and suburbs; but those who are standing about the door say that only a small minority are able to do this.

A great majority are in such a wretched condition that they cannot get abroad, and the two bowls of rice congee are most barely sufficient to keep these alive. It is a proof how wonderfully we cling to life that human beings in such a condition care to stave off death. Some of the men look in fairly good health and quite capable of working, if they chose or had an opportunity. But the Chinese say, once a beggar always a beggar; people who have once indulged in the lazy life seldom go back to ways of industry. But here is one man sitting on the step, who attracts attention by the marked difference of his features from the ordinary Chinese type.

He is more like a native of Northern India; tall, with good features, a swarthy complexion, long dark and singularly small well formed hands. He is clad in a single cotton shirt with two pieces of matting hanging over his shoulders, and looks in the extreme of distress. He says he comes from Szechuen, but has decidedly some of the Chinese blood in his veins.

There is a single spot upon this earth, in the opposite direction to the Refugee camp, which has escaped the desecrations of modern Vandalism and anobber? We frankly believe, that such are few.

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A CHINESE RECEPTION.

Tuesday, the residence of See Yui-oh, in the Kinklung Hoa, was the scene of a remarkable ceremony. See is very wealthy, and has found himself not only able to purchase, but to maintain the dignity of a blue button. His parents are both living, and have each attained the good old age of 71 years, and they reside with him. The father wears the distinction; and although much of the son's wealth is derived from him, he is still reputed to be extremely rich. We are informed he held a lucrative post in connection with a foreign firm in Shanghai for many years.

Yui-oh himself is only about forty years old, and holds a position second to Mr. Tong-king-sing in the China Merchants' Steamer Company. The father is the head of his family, for what reason we could not learn, has spread far and wide throughout the Empire but the birthday of the old couple happening on the 10th day of the Chinese New Year, it is certain that within weeks past preparations were being made to offset them almost universal congratulations in full ceremonial form; and in this princely style was the "chin-chuking," carried out on Tuesday, last.

Literally for months past, presents of a gorgeous description have been sent out of reception from High Officials in nearly all the provinces of the Empire—from Peking, Canton, from fat-diamond Honan, Szechuen, Yunnan, &c.; among the donors being H. E. Li Hung-chang, H. E. Li Han-ting, H. E. Chen Pan-ching, and many other grandees of public notability. The presents chiefly consisted of silk, satin and velvet robes,

banners, and wall pictures, beautifully worked in brilliant colours and embroidered with gold and silver, many being of large size. Almost all of them bore complimentary and congratulatory inscriptions, quotations from the Classics, &c. Nearly a score of rooms were set apart for the reception of guests; the walls were covered with the presents mentioned and the floors of the principal apartment carpeted, while ornamental lanterns in great quantity hung around. To all this display must be added the number of visitors—some 900 during the day—all clad in rich, silken and embroidered attire; buttons, jewelleries, and feathers glancing and waving in all directions, and the whole presenting a scene which for picturesqueness, brilliancy and striking effect, could scarcely be surpassed. Among the visitors were the Tsoata, the Chinkins, and the Englishman in the principal and most difficult character of *matazo* (the killer). According to report, this gentleman (1) was once an officer in the English army, stationed at Gibraltar. He took up the profession of a torero, and made his debut at a little place near Gibraltar, much to the disgust of his former brother-officers, most of whom happened to be present on the occasion. Since that time he has been in several Spanish towns, performing with more or less success, and finally has reached the capital.

At 3 o'clock the President gave the signal, and the procession of fighters appeared on the arena, making its way towards the President's box headed by the Englishman and a Spaniard; the two matazos, after bowing to the President, scattered themselves round the ring, and to flourish of trumpets all No. 1 appeared, but as he did not have the honour of being killed by the Englishman, and was besides a "bad bull," I will only mention that the matazo made a mess of the killing, and the poor beast was tortured about a quarter of an hour before it could be killed. Looking at this part of the business from a scientific point of view, a great deal of skill is required in handling the sword in order to kill the bull properly, to say nothing of the pluck and nerve a man must have to stand up to a bull charging him, and plant a sword just in one particular spot above the shoulder. The second bull was much larger and fiercer than the first. One of the performers in throwing his mantle over the bull, with a full grown beast his death would have been inevitable, as it was he received several contusions from the horns before the bull could be enticed away from him. Finally, the signal of death was given, and the desired moment arrived to put the Englishman's skill to the proof after saluting the President, and making a short speech to the effect that "he would kill the bull or die in the attempt," he attacked the animal with mantle and sword, and excited much applause by always facing the bull and not running away from it. The spectators seemed to share this sentiment. But he dodged once often, caught his foot in the mantle, and fell, just as the bull rushed at him; luckily the animal, blind with fury, charged straight over his prostrate body without seeing him. He quickly rose and went to the attack; his fall seemed to have put him on his mettle, for he very soon delivered a very successful *coup de grace*, to judge from the applause of the Spaniards. The third bull shared the same fate as the first of his brethren, being tortured for twenty minutes before death through the awkwardness of the matazo.

It is truly, and lastly, came the youngest and pluckiest of them all; and again it was the turn of our friend the Englishman to show his abilities, which he had ample opportunity of doing, as the bull on first appearance seemed to take a fancy to him, and chased him all

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ISMALIA, PORT SAID, NAPLES,
AND MARSEILLES;
ALSO,
PONDICHERY, MADRAS AND
CALCUTTA.

ON THURSDAY, the 8th March, 1877, at Noon, the Company's S. S. "TIGRE," Commandant BRUNET, with MAILED, PASSENGERS SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 7th March, 1877. (Parcels are not to be sent on board; they must be left at this Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUEY,
Agent.

Hongkong, March 2, 1877.



STEAM FOR
Singapore, Penang, Point de Galie,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton
and London;

Also,
Bombay, Madras, Calcutta, and
Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship TRAVANCORE, Captain BARBATT, will leave this on THURSDAY, the 15th March, at Noon.

For further Particulars, apply to
A. McIVER, Superintendent.

Hongkong, March 2, 1877.

mcl8

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer ALASKA, will be despatched for San Francisco, via Yokohama, on THURSDAY, the 18th March, 1877, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mita Bishi S. S. Company will leave Shanghai, via the Inland Sea Port, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m. 14th March. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 16, Praya Central.

RUSSELL & Co., Agents.

Hongkong, February 20, 1877.

mcl5

Occidental & Oriental Steam-
ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "BELGIO" will be despatched from San Francisco via Yokohama, on MONDAY, the 2nd April, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 1st Proximo. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 Months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight of Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, March 8, 1877.

apd

WASHING BOOKS.
(In English and Chinese.)

WASHING BOOKS, for the use

of Ladies and Gentlemen, are now

ready at this Office—Price \$1 each.

CHINA MAIL Office.

INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

GENOCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR FOLLOW FEES.

JAS. R. COUGHTRIE,

Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or Goods stored therein, on Coal in Mashes, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARTHUR, KARBERG & Co., Agents Hongkong & Canton.

Hongkong, January 4, 1871.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co., Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World, in accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents.

Hongkong, April 17, 1871.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against FIRE to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents.

Hongkong, January 1, 1871.

CONTENTS.

ESSAYS on the Chinese Language, (Continued from page 33.)

Establishment of American Trade at Canton.

Chinese Intercourse with the Countries of Central and Western Asia in the Fifteenth Century, Part I. (Continued from page 152.)

The Boater's Song.

The Law of Inheritance.

Short Notices of New Books and Literary Intelligence.

Notes and Queries.

Validity of Chinese Marriages.

Money Loan Associations.

Bean Cake as a Manure.

Pidgeon English.

Books Wanted, Exchanges, &c.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of His Majesty King George The First,

A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation and prepared to grant Insurances as follows—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Lif/ Department.

Policies issued for sums not exceeding \$5,000 on reasonable terms.

HOLLIDAY, WISE & Co.,

Hongkong, July 26, 1872.

MANCHESTER FIRE INSURANCE COMPANY.

THE Undersigned Agents are in receipt

of Instructions from the Board of

Direction authorizing them to issue Policies

to the extent of \$10,000 on any one fire

class risk, or to the extent of \$15,000

adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.,

Hongkong, January 8, 1874.

MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed

Agents for the above Company at

Hongkong, Canton, Foochow, Shanghai

and Hankow, and are prepared to grant

Insurances at current rates.

HOLLIDAY, WISE & Co.,

Hongkong, October 14, 1868.

Hongkong, March 10, 1874.

WASHING BOOKS.

(In English and Chinese.)

WASHING BOOKS, for the use

of Ladies and Gentlemen, are now

ready at this Office—Price \$1 each.

CHINA MAIL Office.

FOR SALE.

SAYLE & Co.

GREAT CLEARANCE SALE.

I ORDER to make Room for SPRING GOODS.

On and after MONDAY, February 5th

We shall offer the Remainer of Our

WINTER STOCK at an immense re-

duction.

DRESS GOODS at 15 cents per yard.

DRESS GOODS at 25 cents per yard.

DRESS GOODS at 30 cents per yard.

DRESS GOODS at 35 cents per yard.

FANCY SILKS! We offer about 5,000

yards at 35 cents per yard, (these are more

or less soiled); original price \$1.50 and

\$2.00 per yard.

JAPANESE SILKS! Reduced to 40

cents per yard.

WOOL SHAWLS, MANTLES and

JACKETS, Marked very Cheap.

LADIES' Boys' and Girls' FELT

HATS, at Half Price.

FANCY WOOL GOODS, at less than

Half Price.

LADIES' and CHILDREN'S WOOL and

MERINO HOSE, Greatly reduced.

100 dozen CHILDREN'S WOOL and

MERINO SOCKS, all Sizes, at less than

Half Price.

Several thousand Yards of VARIOUS

REMMANTS, Comprising: FLANNELS,

CALICOS, PRINTS, MUSLINS, STUFF

GOODS and Other Useful GOODS, are

Marked at Prices, which must effect